



Winston-Salem Northern Beltway
Environmental Impact Statement
Citizens Summary

October 2004



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ACRONYMS

- FHWA Federal Highway Administration
- NCDOT North Carolina Department of Transportation
- NEPA National Environmental Policy Act
- SDEIS Supplemental Draft Environmental Impact Statement
- SFEIS Supplemental Final Environmental Impact Statement
- TIP Transportation Improvement Program

Dear Citizen:

Thank you for your interest in the Winston-Salem Northern Beltway Supplemental Final Environmental Impact Statement/Supplemental Draft Environmental Impact Statement (SFEIS/SDEIS). The Winston-Salem Northern Beltway is a partial loop highway proposed to extend from US 158 west of Winston-Salem around the north side of town to US 311 east of Winston-Salem.

The Winston-Salem Northern Beltway will improve mobility within and through Forsyth County, reduce traffic congestion, provide for future traffic growth, and increase motorists’ safety. The Eastern Section and Extension when constructed, will be the designated route for future I-74 through Winston-Salem. The alternatives under consideration are described in this summary.

The purpose of the **Winston-Salem Northern Beltway Citizens Summary** is to answer some commonly asked questions about NCDOT environmental impact statements and to provide an easy-to-follow summary of the major issues discussed in the *Winston Salem Northern Beltway SFEIS/SDEIS*. For in-depth discussion of these issues, please refer to the *Winston-Salem Northern Beltway SFEIS/SDEIS*. The locations where you can view the SFEIS/SDEIS are listed on the back cover.

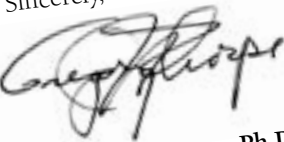
Stay informed about the project by adding your name to the project mailing list, attending a workshop and/or a public hearing, and visiting the project web site at www.ncdot.org/projects/wsnb. If you have questions or comments about the project or would like to be added to the project mailing list, please write, e-mail or call:

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The North Carolina Department of Transportation (NCDOT) welcomes and values your input and involvement in this project. Provide us your input, comment and feedback on the Winston-Salem Northern Beltway project. We want to hear from you about ways we can best fulfill our mission of providing safe and efficient transportation service to you, the traveling public.

Sincerely,



Gregory J. Thorpe, Ph.D.,
Director, Project Development and
Environmental Analysis Branch
NC Department of Transportation

PROJECT DESCRIPTION

What is the Winston-Salem Northern Beltway Project?

The Winston-Salem Northern Beltway is a new highway proposed to loop around the west, north, and east sides of Winston-Salem. The Northern Beltway would begin at US 158 west of Winston-Salem, extend to US 52 north of Winston-Salem then proceed south to US 311 east of Winston-Salem.

The map on page four shows the Winston-Salem Northern Beltway. The Winston-Salem Northern Beltway is included in the *North Carolina Department of Transportation’s 2004-2010 Transportation Improvement Program (TIP)* as three projects. The Western Section is TIP Project Number R-2247, the Eastern Section is TIP Project Number U-2579, and the Extension of the Eastern Section is TIP Project Number U-2579A.

History of the Winston-Salem Northern Beltway

Project development studies for the three projects of the Winston-Salem Northern Beltway were started at different times. Therefore, each section has reached a different point in the project development process, as depicted in the time line on pages eight and nine.

Why is the Winston-Salem Northern Beltway needed?

The Winston–Salem Northern Beltway will improve mobility within and through Forsyth County, reduce traffic congestion, accommodate future traffic growth, and improve safety. The Eastern Section and Extension, when constructed, will be the designated route for future I-74 through Winston-Salem.



NC-66: A primary route in E. Forsyth Co.

date the current and projected travel patterns of a growing suburban population.

Lack of High-Speed Links to the North and South

US 52 is the only controlled-access freeway (a road with no driveways or signals, and access provided only at interchanges) that runs north/south through Forsyth County. In 2001, about 79,000 vehicles per day used US 52. This highway’s close interchange spacing and narrow lanes and shoulders substantially limit the number of vehicles the roadway can carry and prevent US 52 from adequately serving existing and projected traffic volumes.

Corridor for I-74

The new I-74 Interstate corridor (which would link Charleston, South Carolina to Sault Sainte Marie, Michigan) is planned to cross Forsyth County in a northwest-southeast direction. When constructed, the Eastern Section and Eastern Extension of the Northern Beltway would be designated I-74 through Winston-Salem.

Future Traffic Congestion

By 2025, approximately 59 percent of the 96 roadways within Winston-Salem and Forsyth County analyzed as part of this study are expected to experience traffic congestion resulting in traveler delays.



Accident on US 52

Above-Average Accident Rates

Several roads in Winston-Salem and Forsyth County have accident rates that exceed the statewide average for similar roadways including: US 421, US 52, US 311, NC 66.

What are the project alternatives?

Chapter 2 of the SFEIS/SDEIS describes all of the alternatives considered for Projects R-2247, U-2579, and U-2579A, including those alternatives that were eliminated early in the project development process.

For the Western Section (Project R-2247), eight alternatives were studied in detail. In 1993, one of these eight alternatives was chosen as the Preferred Alternative. This is still the NCDOT’s Preferred Alternative.

For the Eastern Section (Project U-2579), ten alternatives were studied in detail. In 1996, one of these ten alternatives was chosen as the Preferred Alternative. This is still the NCDOT’s Preferred Alternative.

For the Eastern Section Extension (Project U-2579A), six alternatives were studied in detail. All six Detailed Study Alternatives have the option of an interchange at Kernersville Road. A preferred alternative has not been chosen for this section of the Northern Beltway.

The Preferred Alternatives for the Western and Eastern Sections are shown on the map on page four. The map shows the ~~footprints~~ for the proposed roadways. These ~~footprints, which~~ represent the right of way that is needed to construct the road; ~~are about~~ 300 feet ~~wide,~~ with larger areas around the interchanges. ~~These footprints are preliminary and subject to change.~~



Raleigh’s I-540 is an example of a six-lane freeway

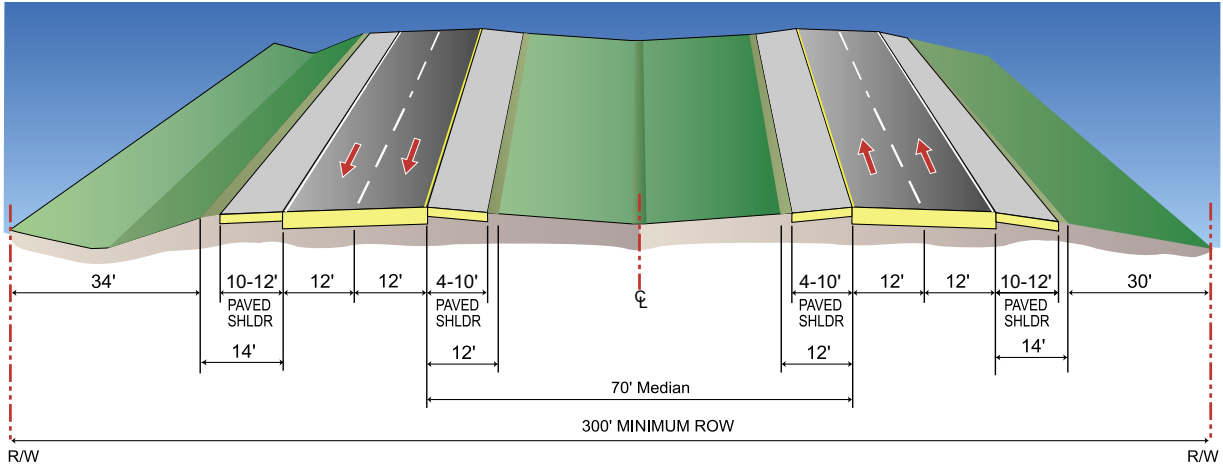
grass median in the center. Ultimately, if needed, all the projects could be widened to eight lanes in the median. Views of how the new freeway and median for each section would look are shown on the Typical Cross-Sections on page three.

As part of this combined project development process, the Preferred Alternatives selected for the Western Section (Project R-2247) and the Eastern Section (Project U-2579) were reviewed in light of current conditions to determine if changes have occurred that could affect the selection of these Preferred Alternatives. Conditions in the project study area have either not changed substantially, or have changed in a way that further supports the selected Preferred Alternatives.

The selection of Preferred Alternatives for all three projects is not final until the FHWA issues the Record of Decision (ROD).

The six Detailed Study Alternatives for the Eastern Section Extension also are shown on the map on page four. The Detailed Study Alternatives are corridors approximately 1,200 feet wide, with larger areas around proposed interchanges. The roadway right of way would be about 300 feet wide with larger rights of way required around interchanges. The right of way would be located within the corridor that is chosen as the Preferred Alternative.

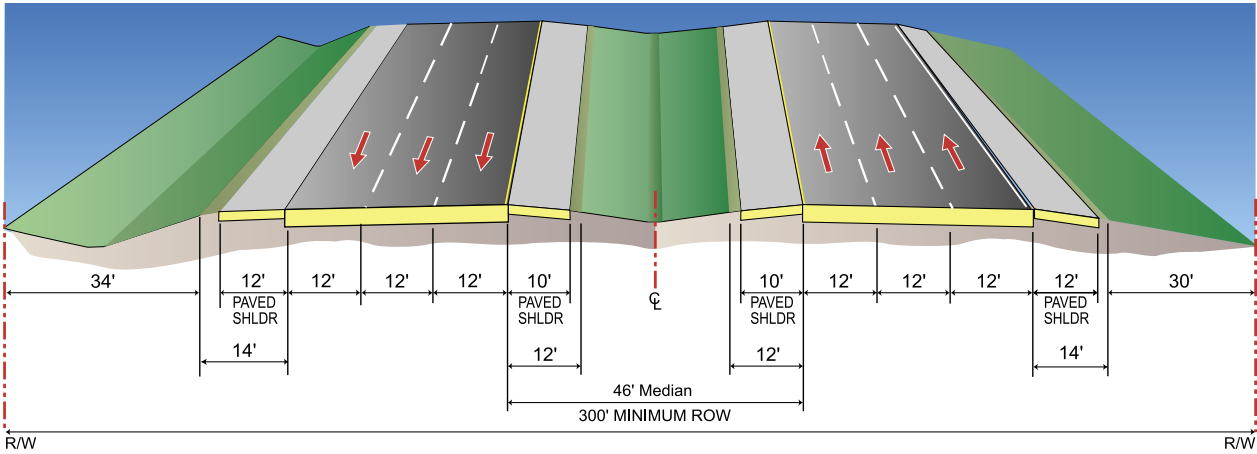
The proposed projects would be freeways (high speed, no drive-ways, and no traffic signals). The Western Section would have four lanes (two in each direction) with a 70-foot grass median in the center. The Eastern Section would have six lanes (three in each direction) with a 46-foot grass median in the center. The Eastern Section Extension would be four lanes with a 70-foot



The Beltway would look like this for:

Project R-2247 Western Section
(Blue Route on map on page four)

Project U-2579A Eastern Section Extension
(Multi-colored Routes on map on page four)

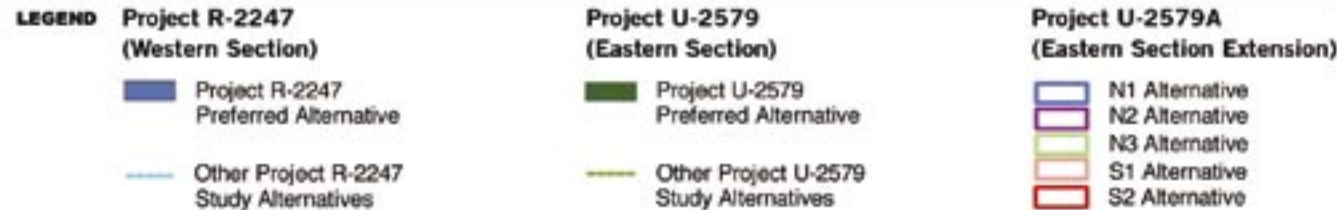
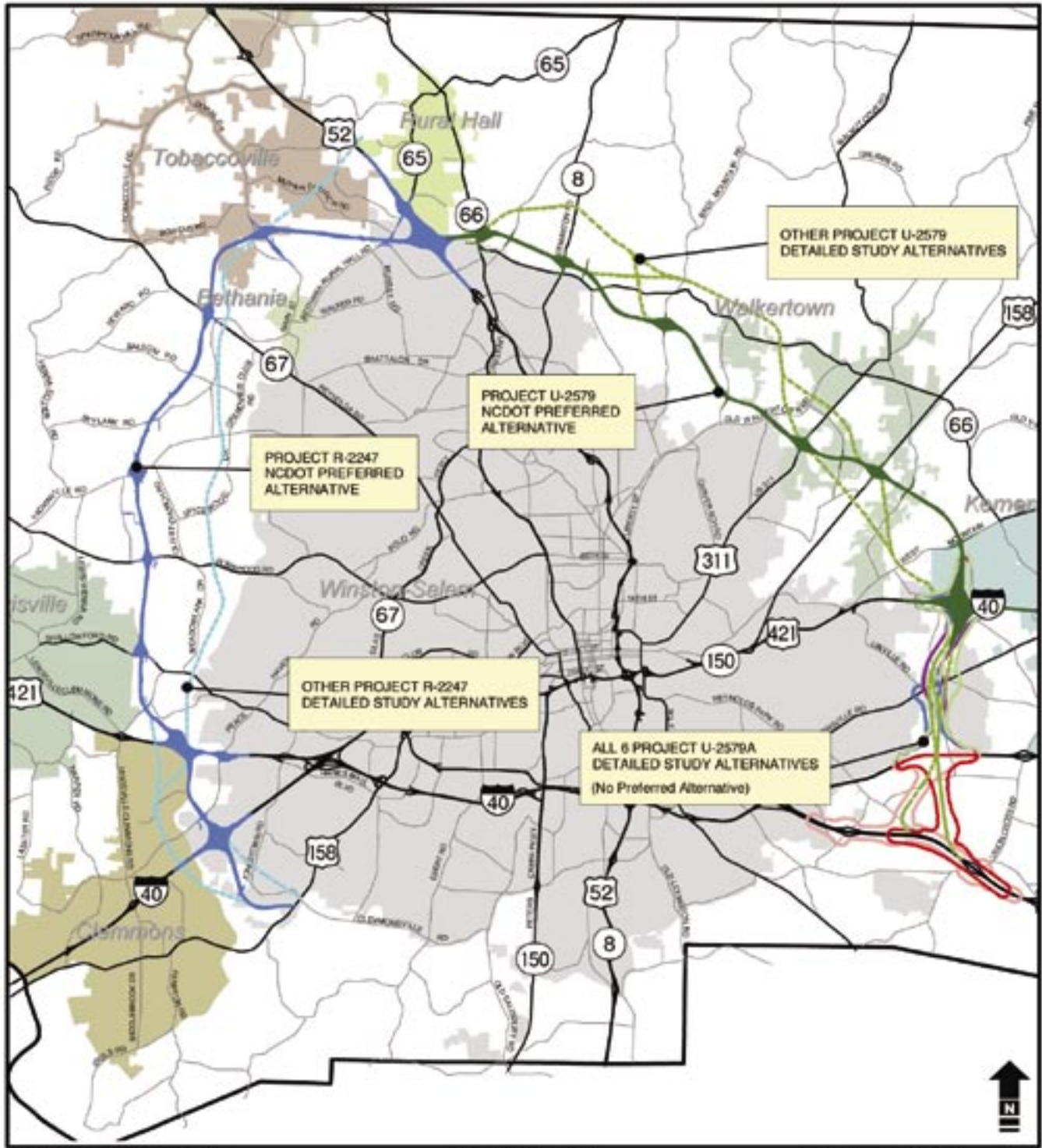


The Beltway would look like this for:

Project U-2579 Eastern Section
(Green Route on map on page four)

Winston-Salem Northern Beltway

Detailed Study Alternatives



What is the Project Development Process for a project?

The project development process leads to the production of environmental document(s) for a project. For the projects that make up the Winston-Salem Northern Beltway, the environmental document is an Environmental Impact Statement (EIS). An EIS is a detailed report that defines the transportation problem, discusses the range of alternative solutions considered, discloses the impacts various alternatives would have on the human and natural environments, summarizes involvement with the public and other stakeholders, and aids in making decisions about the project. Several alternatives are evaluated and can include Improve Existing Roadways Alternatives and Build New Roadway Alternatives. A No-Build Alternative is always included to provide a basis for comparison. The analyses are performed by a team of engineers, planners, scientists, and biologists.

The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to prepare EISs for major projects, programs, or actions that involve funding, permitting, or other involvement by a Federal agency that are expected to have a significant impact on the environment.

Typically, there are three main documents produced in the EIS process. The first is the Draft EIS. The Draft EIS evaluates the impacts of several alternatives in detail. Following a review and comment period for the Draft EIS and a public hearing, a preferred alternative is selected. The Final EIS discusses the reasons for the selection of the Preferred Alternative, and responds to the comments received on the Draft EIS and at the Public Hearing. Finally, the FHWA issues a Record of Decision that documents the selection of the Preferred Alternative.

Sometimes more documents are needed than the usual three main EIS documents (Draft EIS, Final EIS, and Record of Decision), particularly if a long time has passed between steps in the process, there is a change in the project, or new information becomes available. This is the case for the Winston-Salem Northern Beltway. In 2001, it was decided that the three projects that make up the Beltway (Projects R-2247, U-2579, and U-2579A) should be combined into one document (see the Time line on pages 8 and 9). The last document completed for Project R-2247 was a Final EIS, so this document is a Supplemental Final EIS for Project R-2247. The last document completed for Projects U-2579 and U-2579A was a Draft EIS, so this document is a Supplemental Draft EIS for Projects U-2579 and U-2579A.

TRAFFIC PROJECTIONS

How much traffic would use the Winston-Salem Northern Beltway?

A computer-based model was used to predict year 2025 traffic volumes for the Winston-Salem Northern Beltway. Refer to Sections 2.11 and 2.12.3 of the SFEIS/SDEIS for more information on forecasted traffic.

The model predicts the following traffic volumes would use the Winston-Salem Northern Beltway by 2025. Ranges are given because traffic is expected to be higher in some places and lower in others. For example, the Western Section is expected to carry about 45,000 vehicles per day around Country Club Road and Robinhood Road, but only 21,000 vehicles per day around US 158.

Project R-2247 Western Section	21,000–45,000 vehicles per day
Project U-2579 Eastern Section	60,000–70,000 vehicles per day
Project U-2579A Eastern Section Extension	30,000–36,000 vehicles per day

How much congestion relief would the Winston-Salem Northern Beltway projects provide for major roadways in the area?

The projects comprising the Winston-Salem Northern Beltway would be freeways on new location and would divert traffic from existing roads in Forsyth County.



Traffic on US 421

Based on 2025 projections, many local roads on the west side of Forsyth County would experience less traffic with the Winston-Salem Northern Beltway than with the No-Build Alternative. Meadowlark Drive, Silas Creek Parkway, Spicewood Drive, and Shattalon Drive could experience more than a 20% reduction in traffic.

On the east side of Forsyth County, year 2025 traffic would be reduced by about 40% on US 421 and US 52, by about 50% on US 311, and by about 10% on US 158 with the Winston-Salem Northern Beltway than with the No-Build Alternative.

PROJECT IMPACTS

What are the impacts of the alternatives?

Impacts anticipated from the construction of the Winston-Salem Northern Beltway are shown in the table on page six. The impacts shown are for the Western Section Preferred Alternative and the Eastern Section Preferred Alternative with each of the six Eastern Section Extension Detailed Study Alternatives. All six Eastern Section Extension Detailed Study Alternatives have the option of an interchange at Kernersville Road. The impacts for the Detailed Study Alternatives without the Kernersville Road interchange are shown in parentheses. If no parentheses are shown, then the impacts are the same with or without the Kernersville Road interchange.

PROJECT IMPACTS						
Environmental Issue	Winston-Salem Northern Beltway Project R-2247 and Project U-2579 Preferred Alternatives With Project U-2579A Detailed Study Alternatives With (Without) Kernersville Road Interchange					
	N1-S1	N1-S2	N2-S1	N2-S2	N3-S1	N3-S2
Length (miles)	34.2	34.4	34.2	34.4	34.1	34.3
PROJECT COSTS (2003 dollars)						
Construction Costs (millions \$)	605.2 (602.2)	593.2 (589.2)	609.2 (606.2)	600.2	590.2 (586.2)	592.2 (591.2)
Right-of-way Costs (millions \$)	211.2 (202.8)	223.3 (214.9)	205.0 (202.8)	220.9 (218.7)	206.2 (199.6)	222.2 (215.5)
Total Costs (millions \$)	816.4 (805.0)	816.5 (804.1)	814.2 (809.0)	821.1 (818.9)	796.4 (785.8)	814.4 (806.7)
IMPACTS TO RESIDENCES, BUSINESSES AND COMMUNITY/CULTURAL RESOURCES						
Residences Relocated ²	771 (749)	807 (785)	728 (725)	795 (792)	734 (724)	801 (791)
Businesses Relocated ²	41 (27)	38 (25)	42 (33)	40 (31)	37 (26)	35 (24)
Schools Impacted	1 ^{3,4}	1 ^{3,4}	1 ^{3,4}	1 ^{3,4}	0 ⁴	0 ⁴
Parks Impacted	0	0	0	0	0	0
Churches & Cemeteries Relocated	5 ⁴	6 ^{4,5}	5 ⁴	6 ^{4,5}	5 ⁴	6 ^{4,5}
Historic Sites with Adverse Effect	1	1	1	1	1	1
UTILITIES AND POTENTIAL HAZARDOUS MATERIALS SITES ¹						
Major Electric Power Lines Crossed	9	8	9	8	9	8
Major Gas Mains	2	2	2	2	2	2
Railroad Crossings	3	3	3	3	3	3
Number of Potentially Impacted Hazardous Materials Sites	19 (16)	19 (16)	17 (15)	17 (15)	22 (17)	22 (17)
NOISE AND AIR QUALITY						
Air Quality Impacts	0	0	0	0	0	0
Recommended Noise Walls (number)	10	11	10	11	10	11
FORESTS AND OTHER LAND COVER TYPES (acres)						
Forests	935 (934)	881 (880)	937 (936)	887 (886)	945 (938)	904 (897)
Urban/Disturbed Land	1,146 (1,123)	1,149 (1,127)	1,160 (1,145)	1,165 (1,149)	1,157 (1,137)	1,156 (1,136)
Agricultural & Pine Plantation Land	453	460	446	457	455 (452)	466 (462)
Clear Cut/Previously Clear Cut Land	59	59	59	59	59	59
WETLANDS, STREAMS, PONDS AND FLOODPLAINS/FLOODWAYS						
Wetlands (acres in construction limits)	7.5	7.1	7.6	7.3	7.8	7.4
Ponds (acres in construction limits)	26.9	21.9	27.6	22.7	27.5	22.5
Impacts to Significant Streams (linear feet in construction limits)	40,142	38,744	39,016	37,618	43,121 (42,452)	41,723 (41,054)
Relocated Streams (linear feet in construction limits)	2,405	2,405	2,405	2,405	2,405	2,405
Number of Stream Crossings	114	114	116	116	118	118
Floodplains/Floodways (number of crossings)	21	21	21	21	21	21
Floodway Crossings Requiring Modification	13	13	13	13	13	13

Unless designated by () as

Construction limits (slo
Project U-2579A Detailed Study Alternatives were used to calculate impacts.

¹ Interchange ramp design may cause multiple crossings of

² Includes houses

³ Sedge Garden Elementary School; temporary impact from Sedge Garden Road detour.

⁴ Impact to property does not impact school or church facilities

⁵ Piedmont Memorial Gardens; impact to property, but not to existing graves.

IMPACTS TO THE NATURAL ENVIRONMENT

Streams and Wetlands

Major stream systems in the study area include Muddy Creek, Rough Fork Creek, Trick-Um Creek, Buffalo Creek, and Mill Creek. Small pockets of wetlands are located throughout the study area.

Stream impacts for the Winston-Salem Northern Beltway would be the greatest with Detailed Study Alternative N3-S1 and the least with N2-S2.

Wetland impacts for the Northern Beltway would be approximately 7 acres with any of the Eastern Extension Detailed Study Alternatives.

Permits would be required from the US Army Corps of Engineers and the NC Department of Environment Resources, Division of Water Quality for stream and wetland impacts. As a condition of the permits, NCDOT would be required to compensate for stream and wetland impacts. This compensation could include restoring or enhancing degraded streams and wetlands in the watersheds in the project area.

Floodplains/Floodways

All the alternatives would cross 100-year floodplains and floodways. The 100-year floodplains are land areas adjacent to streams that are subject to flooding from a storm so large that it has only a one percent chance of occurring in any given year. The floodway is the stream channel and adjacent area where the water is likely to be deepest and fastest. This area should be kept free of obstructions to allow floodwaters to move downstream.



Muddy Creek Floodplain

All alternatives would require unavoidable modifications to floodways. These modifications will be made in compliance with the Forsyth County Flood Damage Control Ordinance and Federal Emergency Management Agency (FEMA) regulations.

Endangered Species

There are three federal threatened or endangered species listed by the US Fish and Wildlife Service as having a habitat range that extends into Forsyth County. These include one turtle, the bog turtle; one bird, the red-cockaded woodpecker; and one plant, the small-anthered bittercress.

None of these species were found within the detailed study alternatives and none are likely to be adversely affected by the proposed project.

IMPACTS TO THE HUMAN ENVIRONMENT

Noise Barriers

Computer models were used to predict 2025 traffic noise levels along the Winston-Salem Northern Beltway and to evaluate possible noise barrier locations. The locations of the noise barriers identified as reasonable and cost effective are shown in the SFEIS/SDEIS on Figures 4-3, 4-5, and 4-6. The noise barriers would be built within the highway’s right of way.

Eight noise barriers were identified for the Western Section Preferred Alternative, two were identified for the Eastern Section Preferred Alternative, and one was identified for three of the Eastern Section Detailed Study Alternatives (N1-S2, N2-S2, and N3-S2).

The final decision about the exact locations and designs (height, length, etc.) of the noise barriers would be determined during the final design phase. Additional noise barriers, over and above those identified in the table, may be recommended during the final design phase.

Air Quality

The proposed project is not expected to have a negative effect on air quality in the area.

Farmland

The majority of land in the area of the proposed Winston-Salem Northern Beltway is currently used for single-family residences. Land used for agriculture would make up about one sixth (16%) of the land that would be required to build the Winston-Salem Northern Beltway.



Samuel Stauber Farm

Relocations of Homes/Businesses

The Winston-Salem Northern Beltway would have the most relocations with the Eastern Section Extension Detailed Study Alternative N1-S2 (807 relocations). The most business relocations for the Northern Beltway would occur with Detailed Study Alternative N2-S1 (42 relocations).

Neighborhoods

Because the proposed Winston-Salem Northern Beltway would be about 34 miles long, several neighborhoods would be affected by the project. These effects range from relocating small neighborhoods to the relocation of a few homes at the edge of a neighborhood. This Citizens Summary does not discuss each neighborhood affected. For more information regarding effects to neighborhoods, please see Section 4.2.4 of the SFEIS/SDEIS.

Western Section. Twenty-four neighborhoods would be affected by the Western Section Preferred Alternative. Larger neighborhoods affected by the Western Section Preferred Alternative include: Edgewood Farms, McGregor Park, Springfield Farms, Moravian Heights, Southwest Acres, Dorchester, Forest Village, and Northwest Acres.



Eastern Section. The Eastern Section Preferred Alternative would affect homes at the edges of four neighborhoods: Martin Acres, Windsor Park Subdivision, High Meadows Subdivision, and a mobile home park near the Willowbend Subdivision.



Eastern Section Extension. The Eastern Section Extension Detailed Study Alternatives are located in a rapidly developing area. Several existing and planned neighborhoods could be affected by each alternative.

Churches
The Winston-Salem Northern Beltway would relocate one church on the Eastern Section of the project, the Mount Pleasant Holiness Church located on Old Walkertown Road across from Northampton Drive.

Historic Resources



The Alexander Hege house

Twenty historic properties eligible for listing on the National Register of Historic Places are located near the proposed Winston-Salem Northern Beltway. One property, the Alexander Hege house, would be adversely affected by the Western Section of the project. The Alexander Hege house is located on Shallowford Road near a proposed interchange with the Winston-Salem Northern Beltway. Even though no property would be taken from the Alexander Hege house, the project passes so close to the historic property that it would have an adverse effect on it visually and would change the setting of the area. NCDOT is working with the State Historic Preservation Office and the property owner to lessen the adverse effects.

Will the project indirectly influence development and land use in the area?

The amount of residential development in Forsyth County is expected to be the same with or without the Winston-Salem Northern Beltway. Where this residential development occurs would be different as a result of the Winston-Salem Northern Beltway, with development increasing at a higher rate in the areas surrounding the Northern Beltway. Business development is expected to increase around the proposed interchange locations of the Winston-Salem Northern Beltway.

- The information contained in the Winston-Salem Northern Beltway SFEIS/SDEIS.
- Input received from the public during the SFEIS/SDEIS review period
- Input received from the local, state, and federal agencies during the SFEIS/SDEIS review period, including the following:
 - US Army Corps of Engineers**
 - US Fish and Wildlife Service**
 - US Environmental Protection Agency**
 - NC Department of Environment and Natural Resources**
 - NC Wildlife Resources Commission**
 - State Historic Preservation Office**
 - Winston-Salem/Forsyth County Metropolitan Planning Organization**

When would project construction start?

Construction is scheduled to begin in 2006 for the Western half and 2010 for the Eastern half.

How much will this project cost?

The right of way and construction costs for the project with the various Detailed Study Alternatives range from 785.8 million dollars for the Northern Beltway with Detailed Study Alternative N3-S1 (without the Kernersville Road interchange) to 821.1 million dollars for the Northern Beltway with Detailed Study Alternative N2-S2 (with the Kernersville Road interchange).

Why do the project development studies take so long?

The National Environmental Policy Act (NEPA) requires an agency to study the adverse and beneficial impacts of a range of reasonable alternatives that meet the purpose of and need for a project. This process entails numerous engineering and environmental studies. NEPA also requires the public and other agencies with jurisdiction by law be given the opportunity to participate in the study process. The NCDOT strives to maintain a reasonable schedule for all its projects while ensuring full compliance with the NEPA.

How will this project affect me as a property owner?

Impacts in the SFEIS/SDEIS are based on the most current designs to date. However, designs will continue to evolve in response to new information that becomes available and concerns that arise as the project moves forward.

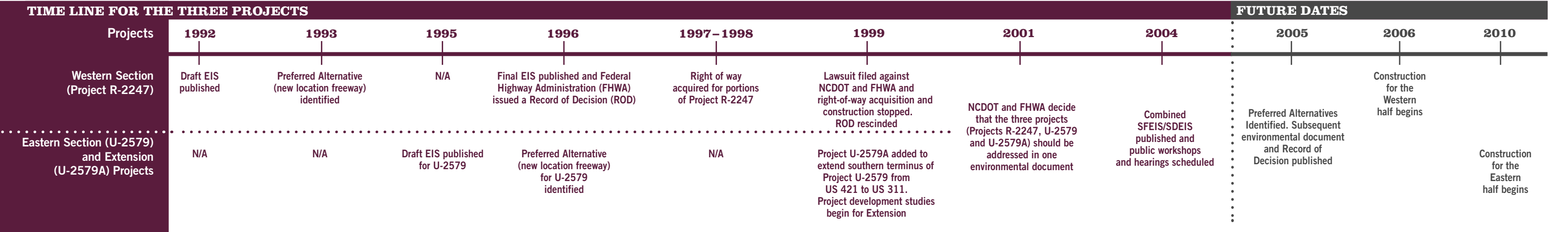
The exact locations and amounts of property required for rights of way will not be determined until a final environmental document is prepared and a Record of Decision (ROD) is issued by the FHWA.

Please visit the Winston-Salem Northern Beltway web site for project information and updates: www.ncdot.org/projects/wsnb. The web site also will have an electronic copy of the SFEIS/SDEIS available to view and download.

NCDOT's Property Acquisition and Relocation Processes

Private property in the path of the selected alternative for the Winston-Salem Northern Beltway will be purchased by the NCDOT for right of way. The NCDOT pays fair market value for all property purchased. Licensed real estate appraisers determine a fair market value at the time of purchase. This is the same type of appraisal that is required when selling, buying, or refinancing a property.

For renters and homeowners who are relocated by the project, the NCDOT offers several programs to minimize the inconvenience of relocation: relocation assistance, relocation moving payments, and relocation replacement housing payments or rent supplements. The relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the North Carolina Relocation Assistance Act. At least one relocation officer is assigned to each highway project. The relocation officer assists homeowners, renters, and owners of displaced businesses, non-profit organizations, and farm operations in searching for and moving to replacement property. For more information regarding the right of way acquisition and relocation processes, please call the NCDOT's Division of Right of Way Office in Winston-Salem at (336) 760-8737.



The Winston-Salem Northern Beltway Supplemental Final Environmental Impact Statement/Supplemental Draft Environmental Impact Statement (SFEIS/SDEIS) and large scale maps are available for review at the following locations:

NCDOT Division 9
375 Silas Creek Parkway
Winston-Salem

**Winston-Salem Dept. of Transportation
City Hall South**
100 East First Street, Room 307
Winston-Salem

A copy of the SFEIS/SDEIS is available for public review at the following Forsyth County Library branches:

Central Library
660 West Fifth Street
Winston-Salem

Reynolda Manor Branch
2839 Fairlawn Drive
Winston-Salem

Kernersville Branch
130 E. Mountain Street
Kernersville

Rural Hall Branch
7125 Broad Street
Rural Hall

Carver School Road
4915 Lansing Drive
Winston-Salem

Walkertown Branch
2969 Main Street
Walkertown

Lewisville Branch
Lewisville Plaza Shopping Center
Lewisville

For further information, please visit our web site: www.ncdot.org/projects/wsnb

